## RAPID TRANSIT EXTENSION.

BELMONT COMPANY WANTS AN-OTHER BROADWAY ROUTE.

Indi position to Let Out Broadway in Sections-Connection With the Elevated Railroad at Brook and Westchester Avenues Approved-Cantor on File.

August Belmont, for the Rapid Transit Construction Company, renewed yesterday the application to the Rapid Transit Commissioners for a franchise to build a subway under Broadway, from Forty-second street to Union Square. The company once before offered to build the Brooklyn tunnel for a nominal sum if it could have the privilege of building a branch of the Manhattan subway from Forty-second street to Union Square. The renewed application, pointing out that the completion of the Pennsylvania tunnel would make it imperative that means of communi-cation between the Pennsylvania and the Rapid Transit systems should be provided in the neighborhood of Thirty-fourth street and Broadway, was referred to a committee. Some of the Commissioners are opposed to letting Broadway out in four tracks from Forty-second street to the Bastery.

The plan of the Interborough company to connect the subway system with the Thir. I avenue elevated line by an inclined sti acture at Brook and Westchester ave-Ar. Belmont promised that if he obtained the right, the residents of the eastern firms would have rapid transit early in the fell of the carry in t

Bronx would have rapid transit early in the fall.

Mr. Belmont also applied for permission to build an elevated structure, as part of the rapid transit system, from 130th street to the Fort Lee ferry, to provide increased facilities for residents in New Jersey to reach their homes by means of the rapid transit road. Accompanying the application was an agreement, entered into, tentatively, by the Interborough and the ferry companies, providing for double-decked boats on the Fort Lee ferry route. This application also was referred to a committee

mittee
Borough President Cantor's suggestion that the Broadway surface cars should be run under Thirty-fourth street was put on file. Chief Engineer Parsons explained that the carrying out of this scheme would mean putting the proposed rapid transit tunnel so low that it would be necessary to use elevators s.t. Broadway and Thirty-fourth street. He recommended that the underground radical should be provided for before the surface cars.

## EXCHAINGE SUSPENDS HIM.

Broker H. W. Warner Out for a Year-Teleprane Clerk's Speculations.

Henry W. Warner, the board member of the Stock Exchange firm of Warner & Co., w//s suspended from the exchange yesterda; for one year for "acts detrimental to the interests of the exchange." The investigation which led up to the suspersion has been going on for some time, and many members have been examined. A elephone clerk involved in the transactions, was reported yesterday, was dismissed by his employers several months ago. It was charged that he had been speculating on his firm's orders, holding them back until he could buy or sell for his own ac-

There is a rule on the Stock Exchange forbidding a broker to carry an account for an employee of any other broker without notifying the other broker and getting his consent in writing. The charge against Mr. Warner was that he failed to observe that rule. Announcement of the suspension was made to the members from the rostrum of the exchange by President R. H. Thomas.

rectors of the International Mercantile Marine Company met Charles Steele of J. P. Morgan & Co., and Clement A. Griscom, president of the Mercantile Marine Company, at the company's offices, 71 Broadway, yesterday afternoon. At the meeting, which lasted more than two hours, it was understood that matters connected with the company were discussed. No statement was given out. It was said, however, hy an officer that the earnings of the company had been amply sufficient to cover the interest on the \$50,000,000 of 4½ per cent. boads, and that no changes in the management were contemplated. Marine Company met Charles Steele of

## County Court House Commission

Mayor Low appointed yesterday this commission to provide a site for a new County Court House and superintend the erection of the building: William L. Bull, Villiam N. Cohen, Charles A. Peabody, Henry W. Purroy and Edward W. Shelden. Mr. Bull was formerly president of the Stock Exchange. Judge Cohen's appointment was urged by the Bar Association. Mr. Peabody is the advisory counsel for the Astor estate. Mr. Purroy is a former County Clerk, and Mr. Shelden is counsel for the United States Trust Company and was a member of the committee which had charge of the prestice of the Peakage. had charge of the erection of the Bar Association Building.

## Cramp Stock Increase Voted.

PHILADELPHIA, June 25 .- At a special neeting of the stockholders of the William Cramp & Son Ship and Engine Building Company to-day the stockholders authorized the board of directors to increase the capital stock from \$5,000,000 to \$6,250,000 and the mortgaged indebtedness of the company from \$1,800,000 to \$7,500,000. Onefourth of the stock was voted against the increase by John W. Granger and Andrew H. McNeal, who have brought suit to prevent the proposed increase of capital

### James Speyer Not Out of the United States Bealty Company.

Robert E. Dowling, vice-president of the United States Realty and Construction Company, denied yesterday a report in the financial district to the effect that James Speyer had resigned as a director. Mr. Dowling said that Charles H. Tweed, Mr. Speyer's partner, who is also a director of the United States Realty and Construc-tion Company, has been elected a member of the executive committee as well. Mr is about to make a trip to Europe

## Andrew Preedman's New Casualty Co. The Casualty Company of America, cap-

ital and surplus \$1,500,000, one-half paid in, will begin business about Sept. 15, and has will begin business about Sept. 15, and has engaged nearly two entire floors of the Kuhn, Loeb & Co. building. Its president will be Andrew Freedman; vice-presidents, Edwin W. De Leon and George R. Read: secretary and tressurer, Arthur M. Day. The executive committee will consist of James A. Burden, Jr.; Marshall S. Driggs, Andrew Freedman, Bobert McCurdy, William H. McIntyre, John I. Waterbury and George W. Young. George W. Young.

## DIVIDEND DECLARATIONS.

Company and Term.	Stock.	Amt.	Payable. June 23	
Clev., Cln., Chi. and St. Louis, quarterly	pfd	11/4	July 20	
Louis, semi-annual Chicago Pneumatic Tool,	com	2	Sept. 1	
quarterly	No. of Contract	134	July 15	
American Chicle, mon ly American Chicle, quar'y	pfd	114	July 10 July 1	
Rallway Automatic Sales, quarterly	pfd	2	June 30	
Rallway Automatic Sales	com	80c	June 30	
Rhode Island Perkins Horseshoe, quarterly	pfd	116	July 15	
Hamilton Bank		5	July 1	

## GOSSIP OF WALL STREET.

The big wire houses that have grain departments here and at Chicago and St. Louis are dealing in anywhere from one to five million bushels of wheat and corn a day. That goes a long way toward offsetting the stock market dulness. In brokerage commissions one million bushels of wheat is the equivalent of 10,000 shares of stock, and 50,000 shares of stock a day would be very good business for any commission house in the best of times. The Western speculation in grain is tremendous. There s a large stock market contingent in it. The old Western crowd is bulling both wheat and corn, and must have been very successful up to this point. The same crowd is bearish on stocks. The impression is that it will employ a large proportion of its grain profits on the short side of the stock market. Western selling of stocks was not as conspicuous yesterday as it was in Wedneslay's session, presumably because speculative interest was absorbed in grain. The Western contingent is believed, however, to hold a short position in the stock market.

"How different that board looks to me since I got out of my stocks," said a former client to a constant trader in one of the large customers' rooms yesterday. "I get that twenty times a day," said the senior member of the firm, who had overheard the remark. "I observe that people who have got out sections. It is proposed eventually to have of their stocks take a kind of morbid pleasure in seeing them go lower."

> Nearly two-thirds of the day's total bond market transactions were in the new United States Steel 5s, the continued heavy selling of which attracted a great deal of attention. The arbitrage theory was abandoned by some observers who thought yesterday's selling looked more like genuine liquidation. Sylvester Post was the heaviest individual seller and he was said to be "giving up" E. & C. Randolph. The name of a very prominent United States Steel interest was persistently associated in board room gossip with the selling. The bonds declined to the extreme low price of 81%, closing at 83. Fluctuations covered a range of 1 per cent., from 82% to 81%. Those who believed that the selling represented the liquidation of a large account thought the market showed

Brokers say it is not unusual these days for a client to close out an account of long standing with the simple explanation that he is going away and expects to be able to replace his line without loss when he returns, saving the interest or carrying charges

The Stock Exchange membership of Daniel T. Worden of Worden & Co. has been posted for transfer. Mr. Worden has been a member of the board since May 8, 1869, and is one of the oldest active brokers in point of service. There is a good deal of talk among members of the probability of a further decline in the price of seats. The opinion is freely expressed that on this downward movement memberships are likely to sell for \$50,000. Their advance in price was very rapid.

When the sun came out yesterday brokers on the floor made a noisy demonstration. Some thought sunshine alone would be enough to advance the market 2 per cent. The wag of the board room said he knew it was the sun because he remembered distinctly his old father's description of it. The Yale-Harvard boat race served to occupy time. Commission business was the worst of the year so far, and the two-dollar man who did 500 shares, making \$10, was more fortunate than the average. One said at 1:30 o'clock that he had made only \$2 up to that time, and he was not heard from afterward.

There is a rule on the Stock Exchange for bidding a broker to carry an account for an employee of any other broker without notifying the other broker and getting his consent in writing. The charge against Mr. Warner was that he failed to observe who has been a member since 1884, had got that rule. Announcement of the suspension was made to the members from the topic rule. Thomas.

SHEPPING COMBINE AFFAIRS.

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SIT Clieton E Dawking I Davie Level.

About one-third of the active members of the steamage were rechristened stablayed on the bulletin board that Edward A. Levy, who has been a member since 1884, had got legal permission on July 6 to assume the name of Morgan.—Edward A. Mergan. Mr. Levy (that is still his name) was chaffed about it a good deal until somebody suggested that a lot of other names in constant and difficult use on the Exchange might be changed for the better. There was not much else to do, and during the next hour all the queer and unpronounceable names whose owners could be found were arbitrarily changed. Results -No Changes in Management.

Sir Cliaton E. Dawkins, J. Bruce Ismay who were sometimes weird, but on the whole it was considered that an improvement had been for the International Margarities. Margarities were sometimes weird, but on the whole it was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth consecutive was considered that an improvement had been July 15, makes the seventeenth was considered that a financial was considered that a financial was cons unofficial directory of rechristened Exchange members may now be printed. Philip London got the worst name of all. Mr. Levy's reason for changing his name was to preserve that of his wife's family.

The behavior of Colorado Fuel vesterday was somewhat surprising. Instead o ing up sharply on the news of Gould-Rocke-feller control, which came out after the close of the market on Wednesday, the stock dereloped weakness in the initial transactions, was weak all day and closed at a net loss of three points, netwithstanding which it loaned during the session at a "flat" rate. There is undoubtedly a short interest remaining, but there seemed to be no disposition yesterday further to embarrass the bear account. The floating supply of stock is small. The Butlers have been absorbing it on a large scale, and the market is practically bare.

It is intimated that John C. Osgood will become a director of the Colorado Fuel and Iron Company and reenter the Executive Committee at the annual meeting in August.

Pennsylvania reached yet a new lew point for this movement at 128%. Arbitrage speculators and traders were the principal sellers. There was still a small profit in selling the stock and buying the rights. Initial trading in the full-paid subscription receipts, \$11,000,-00 of which were listed on Wednesday, established a price level about 1 per cent. below that of the stock. There seems to be no reason why there should be 1 per cent. difference between them, except that one is stock and the other is not. Brokers advised clients to sell the stock and buy the receipts as often as the disparity exceeded 1 per cent.

The Pennsylvania subscription privileges will terminate to-morrow. What seemed to be unlimited support at 123 was revealed. although the stock failed by one-eighth to reach that price. Probst, Wetzlar & Co., whose heavy selling of Pennsylvania one afternoon several weeks ago broke the stock from around 130 and somewhat demoralized the general market, bid 123 for any part of 10,000 shares, and another house wanted 15,000 at that figure. Brokers supposed to be acting for important interests took stock steadily all cay. The buying on the whole was regarded as better than the selling. The bidding for such large amounts at 128 caused traders who had been selling the stock down o stop just short of that price.

Many think the market will depend upon Pennsylvania for the rest of the week.

A prominent money broker said yesterday that the West has \$50,000,000 less on deposit in Wall Street than it had at a corresponding time of last year. An effort was made year-terday moraing to hold call money at 2½ per cent., but the rate attracted heavy offerings, nd could not be maintained. Commission houses having a surplus of time money or hand are competing sharply with banks and trust companies in the call loan market. Brokers are able to berrow all the money they want from their neighbors.

## Live Stock Market.

Receipts of beeves were is head; no sales reported.

Dressed beer steady; city dressed naily sides, extreme range, 788%, per ib. Cables last received quoted American steems at 104,611%, dressed veight; refriteers for beef at 84,660c, per ib. No exports reported for to day. Salpaneats to-morrow, leasimated), 2,600 quarters of beef.

Heccipts of calves, all for the market, were 102 head. Quoted slow, and sales of veals not rated as strong as yeaterday. The pens fully cleared as strong as yeaterday. The pens fully cleared as strong as yeaterday. The pens fully cleared cordinary veals soid at 8-20 per 100 hei; a bunch of buttermika at 34-25; Buffalo calves at \$4637.38. City dressed veals, 9612c. per ib.

Heccipts of sheep and lambs, all for the market, were 102 slow, and easily the sale in told. Sheep of good quality and desirable weight ruled steady; heavy and common and medium grades slow and weak. Lambs soid at an advance of 10625c. About 10 cars of stock were unsoid. Sheep soid at \$200 per 100 lbs: lambs at 83.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106124-yec, Lambs soid at seased lambs, 106124-yec, Lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106124-yec, Lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dressed lambs, 106125-yec, lambs at 88.75627. Dressed mutdon, 87610c. per lb. dress

## COTTON MARKET NERVOUS. July Lower-Heavy Selling on Various

At one time yesterday cotton was 10 to 26 points higher, September being the chief bull card, but subsequently the list succumbed to heavy selling by local and Southern traders, a reaction in New Orleans and persistent rumors to the effect that the McFaddens had been allowed to make a private settlement of their July obligations with the Brown-Hayne contingent as a result of a series of conferences at the Waldorf-Astoria.

This story was mouted by the bulls, but

Waldorf-Astoria.

This story was scouted by the bulls, but it had more or less effect. Besides, there is always a certain amount of liquidation by nervous longs on the eve of notice day. Often in the past the issue of notices for heavy amounts of cotton by the McFaddens has had a depressing effect on the market.

Some think that as much as 150,000 bales may be tendered on contracts to-day, but others incline to the opinion that it will not be over 25,000. will not be over 25,000.

will not be over 25,000.

The closing yesterday was barely steady, with July 6 points off for the day and the rest of the list 2 to 7 higher. July closed at 12.95c., August 12.83c. and September 11.75c. The estimated sales for the day were 700,000 bales.

## PENNSYLVANIA'S NEW STOCK. The Issue Practically All Taken by the Present Shareholders.

PHILADELPHIA, June 25.-It was announced semi-officially to-day that the Pennsylvania Railroad Company's new

Pennsylvania Railroad Company's new stock issue of \$75,000,000 will all be taken by the old shareholders. Practically nothing, if anything, will remain for the underwriting syndicate. At the Treasury department of the company in the Broad street building it was said:

"The subscriptions, both as regards numbers and amounts, exceed our most sanguine expectations. The underwriting syndicate will be fortunate if it obtains 4 per cent. of the new issue. The transaction will be one of the quickest and most successful syndicate operations of magnitude on record. The net result will be a clear and immediate profit of \$2,500,000 for the members of the syndicate, and, in round figures, \$50,000,000 for the company, with which to carry forward the great improvements projected by President Cassatt and his associates on the board of directors.

The stockholders of the American Car and Foundry Company, at their annual meeting held in Jersey City yesterday, reelected the retiring board of directors. The annual report for the year ended April 30, 1903, which was submitted to the stockholders, shows net earnings of \$7,059,902 as against \$4,295,002 for the previous fiscal year, and a surplus for the year, after payment of dividends on the preferred and common stocks, of \$4,059,002 as against a surplus of \$1,595,602 for the previous year. The report states that the original working capital of the company amounted to \$5,337,903, to which sundry additions aince the organization of the company of \$275,102 have been made, making \$5,633,750,005; the surplus, as of April 30, 1903, of \$10,730,453 brings the total to \$16,363,458. From this amount the sum of \$2,693,770 has been expended for permanent improvements and real estate and included in "property account," leaving the working capital at the beginning of the current fiscal year (May 1, 1903), \$13,669,688. and Foundry Company, at their annual

## FINANCIAL NOTES.

In bank stocks 24 shares of Bank of Com-merce sold at 350 and 354. James Speyer of Speyer & Co. will sail for Europe on the steamship Celtic to-day.

quarterly dividend disbursed to preferred shareholders by the company The divi-dends total \$29.75 a share, amounting to \$5,950,000 in the aggregate.

FINANCIAL.

WANTED: Three bond salesmen to travel New Jersey, New York and New England. At least five years experience in the business required. To the right men a salary of \$6,000 and commissions will be paid. Only written applications will be considered.
DICK & ROBINSON, 30 Broad St. N. Y.

TO THE STOCKHOLDERS OF THE COMPRESSED AIR COMPANY:
Stockholders are requested not to deposit their stock with the Corporation Trust Company until they have conferred with Messrs. Tate & Hayes, Ti Hroadway, New York, who represent the Stockholders' Protective Committee.
A Stockholders' Meeting will be held at the above address on Wednesday, July 1st, at 3:30 P. M.
H. L. LANGHAAR.
Chairman Protective Committee.

Notice is hereby given that certificates of the Car Trust of New York No. 2, Series E No. 977, and No. 3, Series G No. 967, for \$1,000 each, standing in the name of Elizabeth H. Farmum, have been lost, and that application will be made by her executors for a reissue of the same. Any one finding said certificates will please deliver to Morgan & Lewis, attorneys for the Estate of Elizabeth H. Farnum, 501 Drexel Building, Philadelphia

## PROPOSALS.

OFFICE CONSTRUCTING QUARTERMASTER, 209 Thames St., Newport, R. I., June 8, 1908.—Sealed proposals, in triplicate, will be received here until 12 M., June 27, 1908, for constructing, plumbing, heating and wiring 2 frame additions to barrack, Fort Greble, R. I. Information furnished on application. U. S. reserves right to reject or accept any or all proposals or any part thereof. Envelopes containing proposals to be indorsed "Proposals for additions to Barrack, Fort Greble, R. I." Capt. Thomas H. Slavens, Q. M.

PROPOSALS FOR ORDNANCE SUPPLIES
-Frankford Arsenal, Philadelphia, Pa., May 29,
1903—Scaled proposals, in triplicate, will be received until 1 P. M., JUNE 29, 1903, for furnishing
amokeless powder, forage, from, cartridge metal,
lumber, fuel, &c., during year ending June 30, 1904.
Information furnished on application. Maj.
FRANK HEATH, Comdg.

EXCURSIONS.



7:00, 8:00 P. M.
Leave Pier (New No. 1, Half hour later.
Leave NEW IRON PIER, Coney Island, 10:40, 11:40
A. M., 12:40, 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:46, 8:40, 9:40 P. M.
ROUND TRIP TICKETS, 25 CENTS.
ACKER, MERRALL & CONDIT'S LIQUORS and
CIGARS served under company management.

STEAMER GRAND REPUBLIC TO WEST POINT AND NEWBURGH, SUNDAY, JUNE 28. Leave Battery Landing 9 A. M., West 22d St. 9:30 / M., West 129th St. 10 A. M. STEAMER GENERAL SLOCULA TO BRIDGEPORT, CONN.
West 22d St. 8:30 A. M., Battery Lending 9:10 A. M.,
Jouth 5th st., B'klyn, 8:30 A. M., East Sist St., 10 /4. M.

South 5th st. Bikiyn, 9:30 A. M. Baat siat St., 10 A. M.
FARE—Right Irip.—Either Boat.—50c.
Beginning July 1, Strips daily to Rocksway Beach.

SOO Niagara Falls.
WEST SHORE RAIL ROAD.

GOOD ON ALL TRAINS.

Apply at licket offices, foot Franklin and West 22 sta., 167, 80c, 671, 1216 Broadway, N. Y., and 888, 848, 726 Fulton st., Brooklyn, N. Y.

Mexican 5 Per Cent.

Consolidated External Loan of 1899. NOTICE IS HEREBY GIVEN that the Bonds of this Loan, the numbers and particulars of which are given below, were, in pursuance of the stipulations contained in Article 4 of the Agreement relating to the same, dated the list, 2nd and 3rd days of July, 1889, this day drawn at the Offices of the Mexican Financial Agency, Dashwood House, New Broad Street, London, for redemption apar on the list day of July next, when interest thereon will cease, in the presence of Waiter Spencer Morgan Hums, Beg., a pariner in the firm of J. S. Morgan and Company, Errique Camacho Guissonia, Esqu., Secretary of the Financial Ageacy of the Mexican Government, and of Mr. John Dalton Venn, Notary Public of this City.

Venn	, Note	ry Pu	blic of	this C	ity.		
14	BON	DS:					
Nos.	385	1845	2203	2447	2542	3679	
	811	1892	2268	2490	2582	8944	
	1109	2170	For	1,000 e	ach, Se	ries A	£14
43	BON	DS:					
Nos.	5021	7058	8101	9669	11342	14241	
	5194	7123	8789	10193	11513	14454	
	5824	7275	9313	10376	11860	14610	
	\$589	7354	9418	10530	12150	14782	
	5814	7442	9576	10978	18322	15158	
	6131	7589	9622	11190	18454	15504	
	6198	7099	9687	11246	14284	15995	
	6435		For A	500 eac	b. Ser	tes B	731
90	BON	DS:					
Nos.	16883	21130	25405	29557	32084	87746	
	16926	21158	25558	29656	32821	38291	
	17086	21774	25566	29846	32659	38333	
	17816	22180	26271	20871	83291	28473	

1	80	BON	DB:						
	Nos.	16883	21180	25405	295\$7 296\$6	32084 32821	87746 88291		
		16926	21158	25558		32659	38333		
		17080	21774	25566	29846				
1	1	17816	22180	26271	20871	83291	88473		
		17425	22294	26281	30154	33568	38567		
		17570	22728	26885	30175	33781	38651		
		17792	22742	26875	30437	34842	39456		
		17814	23064	27864	30686	84506	39077		
		18294	28200	28555	31039	35028	39891		
		18637	28234	28603	81657	35730	39898		
		19246	23837	28867	31681	35743	40222		
		19756	23889	28043	31703	35899	40685		
		19966	23834	29132	81709	35967	40864		
		20655	24091	29277	31757	36835	40901		
		20804	24247	29356	31854	37237	40971		
	1000	For ±200 each, Series C &							
	21	o BON	IDS:						
	Nos.	41368	51199	60164	67795	79459	86986		
	21.20	41415	51656	60215	68821	79939	87498		
		41754	51799	C0248	69191	79974	87646		
		42351	51985	60328	69600	80331	87919		
	1	42595	52051	60422	70025	80339	88093		
		42642	52116	60645	70114	80559	88303		
		42651	52127	60676	70595	81186	88493		
		42970	52542	60703	70948	81169	88510		
		40010		00100		21111	00000		

For £20 each, Series E 47,260 4 81,760 Holders of the above-mentioned drawn Bonds must present the same for payment, in London, at the Counting House of J. S. Morgan & Co.; in Berlin, at the Banking House of S. Bleichröder; at the Deutsche Bank, or at the Dresdner Bank; in New York, at the Counting House of J. P. Morgan & Co.; in Amsterdam, at the Banking House of Ilippman, Rosenthal & Co.; or, in Frankfort o. M. at the Frankfurter Fillale der Deutschen Bank, at the Fillale der Bank für Handel und Industrie, at the Deutsche Effecten & Wechsel Bank, or at the Deutsche Vereinsbank.

Secretary of the Financial Agency of the Mexican Government.

114565 129212 145422 160468 180922 196645 116751 129231 145537 161600 181718 197358 16750 129247 145502 161826 181727 107405 117042 129562 145656 161965 181874 117452 129613 148361 162124 182505 117544 128693 146553 168020 185467

Countersigned:
JOHN D. VENN,
Notary Public,
50, Gresham House,
Old Broad Street, E. C.
London, 12th June, 1903.

EXCURSIONS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

UP THE PICTURESQUE HUDSON.
Grand Dally Outings (except Sunday).
By Falace Iron. Day Line Steamers
"NEW YORK." and "ALBANY."
From Brooklyn, Fulton St. (by Annex). 8:00 A.M.
"New York, Desbrosses st. pker. 8:40
"West 22d St. Pler. 8:40
"West 22d St. Pler. 9:20
Returning, due in New York 5:50 P. M.
MORNING AND AFTERNOON CONCERTS.
AFTERNOON BOAT, STR. WARY POWELL.

Saturday Afternoon Excursion TO WEST POINT.

STEAMER MARY, POWELL.

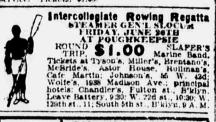
Leaving Desbrosses St. 145, W. 22d St. 2, W. 120th St. 2:20 P. M. Arriving West Point 4:40. Tickets good to return by any West Shore train, \$1. N. Y. Central \$1:10, or far. "Ramsdell." \$1. Ample time to see Dress Pajade, Public Buildings, &c. Orchestra on board. This excursion made every Saturday.

LONG ISLAND RAILROAD. THE WAY TO THE SEA." MAKLIATTAN BEACH.

Leave 34th st., 12, R., N. Y., week days, 5:20, 6:40, 40, 9:20, 11:00 4. M. 12:10 (12.49 Race Days, C. 1. C.), half hokuly 1:10 to 3:40, 4:40, 5:10, 6:00, 6:40, 10, 7:40, 8:10, 5:40 P. M. Leave East, N. Y. 25 minutes after 34th st. time. ROCKAWAY BEACH. deave 8/4), st. E. R., N. Y. week days, 5:40, 6:40, 8:30, 9:20, 50:30, 19:50 A. M.: 12:50, 1:50, 2:50, 4:20, 5:20, 6:32, 7:20, 8:30, 9:20, 10:30 P. M. Additional trains Saurdays 1:20, 2:30, 8:20, 9:50 P. M. LONG BEACH. Leage 34th st., E. R., N. Y., week days, 7.00, 7:50, 10:50 A. M.; (1:00 Saturdays), 1:50, 3:50, 4:50 5:30, 5:50, 8:50, 8:00, 10:00 P. M.

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Deutschlang July 2,114 M. | F. Bismarck Julyt8. 10 A.M.
Phoenicia July 4, 2 P.M. | Patricla Julyt8. 11 A.M.
Moltke... July 9, 9 A.M. | Bluecher. July 23, 8 A.M. THE GREAT OCEAN FLYER.

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Vaderl'ad.June 27,10A.M. | Zeeland. July 11, 10 A.M.
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10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Cars. M. CHICAGO LIMITED.—Pullman Sleep. ville), Indianapolis, Chicago, St. Louis. Dining Car.

455 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

555 P. M. ST. LOUIS EXPRESS.—For Pittisburg, Cincinnati, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Stenandoan Valley Route).

555 P. M. WESTERN EXPRESS.—For Chicago.

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7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortiandt Streets, 10:20) (Dining Car), 10:55 (Dining Car) a. m., 12:55 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (8:25 (Congressional Limited, "ail Parlor and Dining Cars), 8:26 (Dining Car), 4:26 (Dining Car), 4:26 (Dining Car), 4:26 (Dining Car), 10:25 (Dining Car), 10:25 (Dining Car), 10:25 (Dining Car), 2:25 (Dining Car), 3:25 (Congressional Limited, "ail Parlor and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 9:25 (Dining Car), 9

SOUTHERN RAILWAY.—Express, 4:26 p. m., 12:10 night daily.
ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.
SEABOARD AIR LINE RAILWAY.—Express, 12:56 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.
CHESAFEAKE AND OHIO RAILWAY.—7:55 a. m. week-days and 4:55 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:56 p. m. daily.
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Cars, Dining Car, and Standard Coacaes on Sundays.

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For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:56 a. m., 12:10, 2:25, 3:25, 4:10, and 4:56 p. m. week-days. Sundays, 9:25 a. m., 4:56 p. m. (from Desbrosses and Cortiandt Streets), 8:30, 9:90 a. m. 12:20, 2:30, 8:40, 4:20, and 5:10 p. m. week-days. Sundays, 9:45 a. m., 5:00 p. m. FOR PHILADELPHIA.

6:05, 7:26, 7:55, 7:55 (Dining Car), 8:25, 8:25, 9:25 (Dining Car), 0:55 8t. Louis Limited, 10:10 (Deabroases and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna Limited), 10:55 (Dining Car), 11:55 a.m., 12:55 (Dining Car), 11:55 a.m., 12:55 (Dining Car), 11:55 a.m., 12:55 (Dining Car), 2:10 (Deabroases and Cortlandt Streets, 2:20), 2:55, 3:25 (Dining Car), 3:85, 4:25, 4:25 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 6:55, 7:35, 8:25, 8:25, 8:25, 9:25 p.m., 12:10 night week-days, 5:05, 8:25, 8:25, 9:25 (Dining Car), 5:25, 9:25 (Dining Car), 8:25, 9:25 (Dining Car), 8:25 (Dining Car) 8:55 (Dining Car), 7:55, 8:25, 8:35, 9:25 p. m., 12:10 night.
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6:15 A. M.

Leave Boston 19:90 A. M., 112:00 noon, \*4:00 P. M.,

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'9:40 A. M.—(1) Catskill M't'n Express.
'11:20 A. M.—(2) Saratoga and Mohawk Express.
'11:245 P. M.—(3) Rip Van Winkle Flyer.
'1:00 P. M.—Chort, Lim. for Det., Chi. & St. Louis.
'2:25 P. M.—(4) Ulster Express to Catskill M't'ns.
'2:25 P. M.—(4) Ulster Express to Catskill M't'ns.
'3:45 P. M.—(4) for Hudson River points & Albany.
'8:00 P. M.—For Rock., Buffalo, Clevel'd & Chicago.
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'9:15 P. M.—For Syra., Roch., Niag. Falls, Det. &Chi.
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\$6:00 A.M., Hartford and Willimantic, 200 P.M.

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10:00 A.M., "New London and Providence, 8:00 P.M.

10:02 A.M., "New London and Providence, 8:00 P.M.

1:02 P.M., "New London and Providence, 8:00 P.M.

1:02 P.M., "New London and Providence, 8:00 P.M.

8:00 P.M., "New London and Providence, 8:00 P.M.

8:00 P.M., "Syringfield and Willimantic, 8:00 P.M.

8:00 P.M., "Syringfield and Worcester, 10:00 P.M.

4:00 P.M., "Syringfield and Worcester, 10:00 P.M.

1:00 P.M., "Syringfield and Worcester, 6:35 A.M.

1:2:02 A.M., "New London and Providence, 6:27 A.M.

1:2:03 A.M., "New London and Providence, 6:27 A.M.

1:2:04 A.M., "New London and Providence, 6:27 A.M.

1:2:05 A.M., "New London and Providence, 6:27 A.M.

1:2:06 A.M., "New London and Providence, 6:27 A.M.

1:2:07 A.M., "New London and Providence, 6:27 A.M.

1:2:08 A.M., "New London and Providence, 6:27 A.M.

1:2:08 A.M., "New London and P.M.

1:2:09 A.M., "New Lo

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11:30 P. M.
LONG HRANCH. ASBURY PARK, GOEAN
GROVE, POINTS—24:00, 8:30, 11:30 A. M., 1:30
2:45, 3:53, 4:45, 5:30, 6:30 P. M. Sundays, except
Ocean Grove, 9:15 A. M. 4:00 P. M. Sundays, except
Ocean Grove, 9:15 A. M. 4:00 P. M. 12:00,
1:00, 51:30, 12:30, 13:00, 16:00, 11:00 A. M., 11:20,
1:00, 51:30, 12:30, 13:00, 16:00, 11:00 A. M., 11:20,
1:00, 51:30, 12:30, 13:00, 16:00, 16:00, 17:30,
1:00, 51:30, 11:45 A. M., 11:00, 13:40, 16:00, 17:00, 19:25
P. M., 12:15 mdt.
READING HARRISBURG, POTTSVILLE
AND WILLIAMSPORT—54:00, 24:25, 18:30, 16:30, 17:00
(10:00, 11:00 A. M., Reading only), 14:00, 19:120
010, 14:00, 15:00 P. M.
SANDY HOOK ROUTE—From foot of Bector 12:00 P. M. Reading, Pottsville and Harrisburg only, 4:409, 15:00 P. M.

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